

CLEAN COPY OF AMENDED CLAIMS

3. (amended) The center beam rail road car of claim 1, wherein:
said car has a center sill, said deck structure being supported thereby;
said web assembly includes an array of posts extending upwardly from said center sill and
has an upper region adjacent to said top truss and a lower region adjacent to said
decking structure;
said upper region of said web assembly has at least one longitudinally extending skirt
against which lading can be placed.

4. (amended) The center beam rail road car of claim 1, wherein:
said car has a center sill, said deck structure being supported thereby;
said web assembly includes an array of posts extending upwardly from said center sill and
has a lower region adjacent to said decking structure and an upper region distant
therefrom;
said car has an upper beam assembly, said upper beam assembly including said top truss and
a beam stem, said top truss being mounted upon said beam stem and said beam stem
being mounted to said upper region of said web assembly;
said beam stem includes at least one longitudinally extending skirt against which lading can
be placed.

7. (amended) The center beam rail road car of claim 2 wherein, when loaded with lumber
having a density of up to 1740 lbs. per 1000 board feet, the center beam rail road car has a center
of gravity falling within a range whose upper limit is 98 inches above top of rail.

13. (amended) The center beam rail road car of claim 12 wherein:
said car has a pair of side sills extending along said deck structure;
said side sills each have a medial side sill portion mounted to said medial decking
portion, said medial side sill portion having a first depth of section;
said side sills each have end side sill portions mounted to said end decking structures,
said end side sill portions having a second depth of section; and
said first depth of section is less than said second depth of section.

20. (amended) A center beam rail road car, comprising:
a center beam car body mounted on a pair of first and second spaced apart rail car trucks,
said body having

ay

a deck structure,
a central vertical web assembly running along said car, said vertical web assembly
extending upwardly of said deck structure, and
a top truss assembly surmounting said vertical web assembly;
said deck structure including first and second end decking portions mounted over said
respective first and second trucks, said first and second end decking portions
having structural members presenting respective first and second end portion load
bearing interfaces, and a medial decking portion lying between said trucks, said
medial decking portion having at least one member presenting a medial load
bearing interface; and
said medial load bearing interface being stepped downward relative to said first portion
load bearing interface through a step distance; and
said step distance being greater than 30 inches.

30. (amended) A center beam rail road car comprising:
a center beam car body mounted on a pair of first and second spaced apart rail car trucks,
said body having
a center sill;
a deck structure extending transversely outboard of said center sill,
a vertical web assembly running along said car, said vertical web assembly
extending upwardly of said center sill structure, and
a top truss assembly surmounting said vertical web assembly, said top truss
lying at a height exceeding AAR Plate C;
said deck structure including first and second end decking portions mounted over said
respective first and second trucks, and a medial decking portion lying between
said trucks, said medial decking portion being stepped downward relative to said
first and second end decking portions; and
at least one of said end decking portions having a cargo support interface lying at a level
greater than 42 inches above top of rail.